

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Safety and Operations Council Members

Joseph J. Beno, P.E., Director of Public Works, City of Lakewood
Robert Brininger, Officer, City of Beachwood Police Department
Joseph Cattell, P.E., P.S., Geauga County Engineer
Andrew Conrad, P.E., P.S., County Engineer, Medina County
Andrew Cross, P.E., PTOE, Traffic Engineer, City of Cleveland
Michael Dever, Director of Public Works, Cuyahoga County
Lt. Alan Dunbar, Ohio State Highway Patrol
Leslie Farley, P.E., District 3, ODOT
Kathryn Garvey, President, Safe Routes Chagrin
Keith Hamilton, Traffic Planning Engineer, District 12
Gordon Holmes, Lieutenant, Cleveland Division of Police
Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering, CSU
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County
Daniel Knecht, Service Director, City of Euclid
Allen Pennington, Civil Engineer – Traffic, City of Mentor
Michael Schipper, Deputy General Manager, Engineering & Project Management
Carmen Stemen, Environmental and Planning Specialist, FHWA
Dale Vandersommen, P.E., City Engineer, City of Lorain
Jacob VanSickle, Executive Director, Bike Cleveland
Michael Warner, Central Communications Division Commander, Lake County Sheriff's Department
Richard Wong, Planning & Development Director, City of Cleveland Heights

FROM: Andrew Conrad, Chair

DATE: November 8, 2019

RE: Safety and Operations Council
Friday, November 15, 2019 from 1:00 p.m. to 2:30 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, November 15th, 2019 at 1:00 p.m. at the NOACA offices.***



NOACA Safety & Operations Council
Friday, November 15, 2019 – 1:00 p.m. - 2:30 p.m.
NOACA Offices – 1299 Superior Avenue
Cleveland, Ohio 44114
Phone: (216) 241-2414; website: www.noaca.org

AGENDA

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NEXT MEETING: Friday, February 21, 2020 – 1:00 p.m. - 2:30 p.m.

Agenda Item
No. 1

MINUTES



Safety & Operations Council Meeting
August 16, 2019
NOACA Offices
1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Mr. Andrew Cross chaired the Safety & Operations Council (SOC) meeting that convened at 1:02 p.m.

Meeting Minutes

SOC did not have a quorum so no action was taken on the minutes.

Public Comments

No public comments were made at this meeting.

Chair's / Executive Director's Report

No reports were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

**Project Planning Review (PPR)/Intergovernmental Review and Consultation (IGRC):
2nd Quarter State Fiscal Year 2020**

Mr. Ed May provided background on PPR and presented information on the following projects:

- CUY IR 77 11.21 Major Rehabilitation (PID 105743) - This project involves replacing pavement on IR-77 from approximately the CSX Bridge to Broadway Avenue (SR-14). The total cost of this project is \$71.2 million. No NOACA funds will be used for this project.
- CUY IR 77/Miller Rd Interchange (PID 104983) - This project involves completing the existing partial diamond interchange at IR-77 and Miller Road by adding exit and entrance ramps, auxiliary lane, left turn lanes, and right turn lanes. The total cost of this project is \$4.9 million. No NOACA funds will be used for this project.
- CUY IR 90 6.83 Major Rehabilitation (PID 76779) - This project involves replacing pavement along I-90 from the Hilliard exit ramp bridge to IR-71 in Rocky River, Lakewood and Cleveland. The total cost of this project is \$103 million. No NOACA funds will be used for this project.
- CUY IR 271 10.24 Noise Barriers (PID 108655) - This project involves constructing approximately 3,200 feet of noise barrier along the east side of IR-271. The total cost of this project is \$1.6 million. No NOACA funds will be used for this project.

- GCRTA FFY 2020 Capital Program & 2016, 2017 and 2019 Revisions - Four projects need to be added to the FY2020 Capital Program and revisions need to be made to five existing grants. The total cost of this program is \$54.5 million. No NOACA funds will be used for this program.

Mr. May stated that staff will coordinate with the project sponsors accordingly.

Mr. Cross stated that the sponsor should widen one sidewalk to 10 feet and the remaining sidewalks to 8 feet. He said the road widening extends east and west of the interchange. He suggested that the sponsor not acquire the absolute minimum amount of right of way so they are left with only 5-foot sidewalks. He said he hopes the sponsor will not take out the tree lawns to the east of the interchange along Miller Road to put in lanes, and leaving a little strip of sidewalk to meet the definition, without providing useable space for people.

Mr. Wong asked if there are sidewalks elsewhere that would lead to a 5-foot sidewalk.

Mr. Cross said he believed there are sidewalks east of the interchange on both sides of Miller Road; a sidewalk on the west side; and a sidewalk on the north side that ends at the first intersection. He said he did not believe there was a sidewalk on the south side. He said he was looking long term in case something is built in the area in the future.

Mr. Wong asked if the speed limit in the area is 35 mph. Mr. Cross said he believed so and noted that the speed limit is not unusually high, but the heavily used travel lane will dissuade people from walking in the area, especially those with kids.

In reference to the CUY IR 90 6.83 Major Rehabilitation project, Mr. Joseph Beno stated that the Hilliard Road bridge will be taken out and rebuilt. He noted that the bridge removal will happen within the same timeframe of the IR 90 project. He said there has been some discussion about alternate routes.

SAVE: NOACA's Plan for Transportation Safety

Ms. Kate Moening presented information on SAVE that includes the following:

- Annual fatalities and serious injuries, 2007-2017
- A comprehensive approach using the "6 E's" of transportation safety
- Fatalities and serious injuries by maintenance responsibility, local vs. state
- Strategy #1: Collect and analyze data to identify high crash locations
- Strategy #2: Support the implementation of proven and low-income infrastructure safety countermeasures
- Strategy #3: Promote safe behaviors that contribute to the reduction of roadway departure fatalities and injuries
- Short-term goals to work toward an annual reduction of 2% each year to 2023
- A heat map showing the relative density of "Impaired Driving" for all crashes across the region, with a number of targeted corridors with a high frequency of FSIs.

Ms. Moening stated that NOACA staff will develop and support key initiatives in partnership with other organizations to advance safe projects and encourage safer traveler behavior. She mentioned that the SAVE Plan can be found on NOACA's website under the Regional Safety Program. She asked members to contact her at 216-241-2414, Ext. 285, if they have any questions.

2017 Safety Priority Lists

Mr. Blayney presented tables on the following for the period of 2013-2017:

- Regional safety priority intersections - four or more fatal or serious injury crashes
- Regional safety priority intersections with more than 150 crashes
- Regional safety priority corridors - five or more fatal or serious injury (FSI) crashes per mile
- Regional safety priority corridors with more than 150 crashes per mile
- Regional safety priority corridors - three or more pedestrian and bicycle FSI crashes per mile
- Safety priority locations for the 5-year period ending in 2016 and 2017 on NOACA's GIS portal

Mr. Blayney stated that NOACA safety priority locations were developed by evaluating historical crash performance at intersections along roadway segments. He noted that the primary safety priority lists consider the number of fatalities and serious injuries that have occurred at intersections or along one-mile segments of the region's non-freeway road network.

Mr. Wong asked if NOACA expects the same statistics 10-15 years from now where people are known to get killed or injured and no one does anything about it.

Mr. Blayney stated that the distribution of fatalities is somewhat random in nature. However, there is a methodology that could be used to predict expected future crash performance based on past history. He said NOACA uses a simplified methodology for establishing safety priorities at the regional level.

Mr. Wong asked if there is anything incumbent on a city or jurisdiction to address the problem that was identified by NOACA, so it does not become a spot in the future and does not perpetuate whatever is wrong with the intersection or high crash area.

Mr. Blayney said the intent of identifying the area is to make people aware of the problem location and consider whether corrective action should be taken to improve the situation.

Evaluate 2018 Safety Performance Targets

Mr. Blayney stated that NOACA's five safety performance measures include the following:

1. Number of fatalities
2. Number of serious injuries
3. Rate of fatalities per 100 million vehicle miles traveled (VMT)
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

Mr. Blayney stated that the measures are based on five-year rolling averages. He mentioned that NOACA's Board of Directors adopted ODOT's targets of 1% reduction for all performance measures and it was recommended that NOACA adopt ODOT's 1% reduction in the 5-year rolling average for all safety performance measures again this year.

Mr. Blayney reviewed the following:

- NOACA targets for CY 2019 (1% reductions)
- NOACA annual crash frequencies
- NOACA targets for CY 2018 (1% reductions)
- SAVE Plan FSI performance measures and goals
- YTD fatalities comparison (2019 vs. 2018)

Mr. Blayney stated that staff will track safety performance measures in support of state targets and report on performance to keep NOACA's safety stakeholders informed of the region's progress toward state goals.

Corridor Recommendations for Signal Timing Optimization Program (STOP)

Mr. Blayney provided background on STOP and reviewed the following:

- Screening criteria
- 28 corridors were evaluated
- Selection criteria (operational)
- Potential STOP corridors (operational)
- Selection criteria (emissions)
- Recommended STOP corridors - Bagley Road and Ridge Road (emissions)

Mr. Blayney stated that staff will reach out to jurisdictions identified through the screening process to confirm interest and willingness to participate in the program. He noted that a request for proposals (RFP) will be developed and advertised in late September to middle of October to begin work on the next corridors in spring 2020.

ITS Architecture Update and Strategic Plan

Mr. Blayney stated that the project team has moved forward with finalizing the ITS Architecture Report, ITS Architecture website, and ITS Architecture Strategic Plan. He noted that the NOACA ITS Architecture Steering Committee and DriveOhio's Autonomous and Connected Vehicle project staff will have a joint final coordination meeting at NOACA offices on August 28, 2019, to discuss gathering regional input for the update and plan.

ODOT/OSHP Safety Calendar

Ms. Moening highlighted the following upcoming safety events and workshops

- Impaired Driving: Primary Message: Drive Sober or Get Pulled Over (August 14–September 2, 2019)
- Back to School Safety Month (August)
- Your Move Ohio: Pedestrian Safety Month (September)
- National Walk to School Day (October 2, 2019)
- Walk to School Month (October)
- National Teen Driver Safety Week (October 20-26, 2019)
- Impaired Driving and Primary Message: Buzzed Driving is Drunk Driving (October 25-31, 2019)
- CarFit – Technician & Event Coordinator Training at Montville Township Police Station on August 22, 2019, and then a follow-up event on August 23, 2019
- Complete Streets Implementation Training at the Cuyahoga County Board of Health on September 17, 2019

- ODOT LTAP Crowdsourcing to Improve Traffic Operations workshop will be held at NOACA offices on September 19, 2019

Ms. Moening asked SOC members to follow NOACA on social media and 'like' its safety posts.

Mr. Cross asked if there is an early childhood program that teaches children about cell phone use while driving.

Ms. Moening said she was not aware of any cell phone programs for children. She said it was important to teach safety to adults, since they are the role model for children.

Mr. Beno stated that children who attend Lakewood City Schools receive safety training at an early age. He said it would be a good idea to include information on cell phone use, as well.

Old Business

Mr. Cross stated that at the previous SOC meeting, there was a discussion about lane widths on Miles Avenue. Mr. Cross requested that his comment in the May meeting minutes read as follows:

“The center lane width could be reduced from 12 feet to 10 feet and the through lanes could be narrowed from 12 feet to 11 feet, or even in some cases to 10 feet depending on the funding source.”

Mr. Cross said there is more flexibility in the approach than what he stated at the last meeting.

New Business

No new business was discussed at this meeting.

Adjournment

Mr. Cross stated that the next SOC meeting will be held at the NOACA offices on November 15, 2019 at 1:00 p.m. There being no further business, the meeting was adjourned at 2:00 p.m.



Safety and Operations Council (SOC) 2019 Attendance

Attendance Record




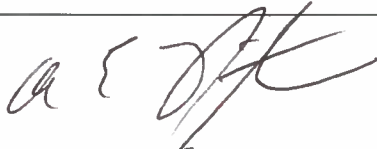


Meeting Dates	02/15/19	05/17/19	08/16/19	11/15/19
Cuyahoga County				
Joseph J. Beno, P.E., Director of Public Works City of Lakewood	X	X	X	
Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate	A	A		
Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate	X	A	A	
Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate	A	X	X	
Geauga County				
Joseph Cattell, P.E., P.S., County Engineer Nicholas Gorris, Alternate	A	A	A	
Lake County				
Allen Pennington, Civil Engineer – Traffic City of Mentor Tracy Salkiewicz, Alternate	X	X	X	
Lorain County				
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer Lorain County Shaun Duffala, Alternate			A	
Dale Vandersommen, P.E., City Engineer, City of Lorain				
Medina County				
Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate				
City of Cleveland				
Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate	X	X	X	

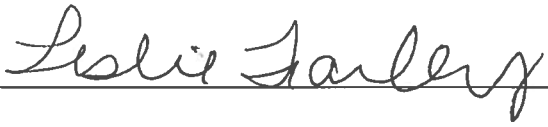

Meeting Dates	02/15/19	05/17/19	08/16/19	11/15/19
Gordon Holmes, Lieutenant, Cleveland Division of Police	X			
Ohio Department of Transportation (ODOT)				
Leslie Farley, P.E., Planning Engineer, District 3 Julie Cichello, P.E., Alternate	X	X	X	
Keith Hamilton, P.E., Traffic Planning Engineer, District 12 Gary Benesh, P.E., District 12	X	X		
Greater Cleveland Regional Transit Authority				
Michael Schipper, Deputy General Manager, Engineering & Project Management Michael Lively, Alternate	A			
Federal Highway Administration (FHWA)				
Carmen Stemen, Environmental/Planning Specialist	X	X	X	
Local Law Enforcement				
Robert Brininger, Officer City of Beachwood Police Department				
Lt. Carlos Smith, Ohio State Highway Patrol				
Michael Warner, Central Communications Division Commander, Lake County Sherriff's Office				
Community Representatives				
Kathryn Garvey, President Safe Routes Chagrin				
Jacqueline Jenkins, PhD, PEng, Associate Professor, Washkewicz College of Engineering Cleveland State University				
Jacob VanSickle, Executive Director Bike Cleveland	X	X		



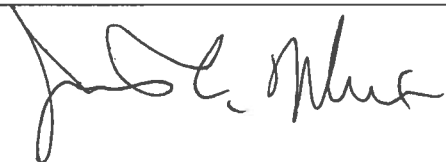
Safety and Operations Council (SOC)
August 16, 2019, 1:00 p.m. – 2:30 p.m.

Member Sign-in Sheet

MEMBER	SIGNATURE
Cuyahoga County	
Joseph J. Beno, P.E., Director of Public Works City of Lakewood	
Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate	
Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate	
Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate	
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Medina County	
Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate	
City of Cleveland	
Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate	

MEMBER	SIGNATURE
Gordon Holmes, Lieutenant, Cleveland Division of Police Michael Butler, Alternate	
Ohio Department of Transportation (ODOT)	
Leslie Farley, P.E., Planning Engineer, Distr. 3 Julie Cichello, Alternate	
Keith Hamilton, Traffic Planning Engineer, District 12 Gary Benesh, Alternate	
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Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering Cleveland State University	
Jacob VanSickle, Executive Director Bike Cleveland	

JAMES D. MUTH



PUBLIC INVOLVEMENT

**Agenda Item
No. 3**

CHAIR'S/EXECUTIVE DIRECTOR'S REPORT

Agenda Item
No. 4

ACTION ITEMS

PRESENTATIONS/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Project Planning Review (PPR)/ Intergovernmental Review and Consultation (IGRC);
3rd Quarter State Fiscal Year 2020**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and Councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8339c

Attachments: Project Summary

Improvements along Cleveland Avenue in Elyria

Title: Improvements along Cleveland Avenue in Elyria

Sponsor: City of Elyria

Estimated Total Cost: \$7,206,891

Proposed Source of Federal Funds: ODOT and NOACA

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

The following project was selected for Highway Safety Improvement Program (HSIP) funding.

The NOACA Board of Directors adopted Resolution 2019-045 approving the projects to be funded with NOACA administered Surface Transportation Block Grant (STBG) funding and STBG set-asides for Transportation Alternatives Projects (TAP) for the state fiscal year (SFY) 2021 – 2024 Transportation Improvement Program. The projects recommended for NOACA funding included rehabilitation of Cleveland Street, in the City of Elyria.

Proposed Project: LOR CR-658 - 00.00 (CLEVELAND ST): PID No. 110986 - This project involves rehabilitation along Cleveland Street, from East Bridge Street and Gulf Road to Hawthorne Street in Elyria (maps and illustrations). The work will include full and partial depth pavement repair, resurfacing, replacement of curbs, deteriorated culverts and roadway drainage catch basins, and installation of a roadway underdrain system and conduit. The City will also implement a road diet, reducing the number of lanes along Cleveland Avenue, from four (4) through lanes to three (3) lanes (one lane in each direction and a center turn lane).

According to the sponsor, the number of curb cuts will be minimized, access point locations will be controlled and bicycle lanes will be possible. The project will also include crosswalks, ADA (Americans with Disabilities) ramps, intersection improvements, new sidewalk, lighting and the creation of bicycle lanes. The project will also include pavement markings, signage and the replacement of the traffic signal at the intersection of Olive Street and possibly Gulf Road. Traffic calming measures will also be considered with the project including curb bump-outs and contrasting pavements. The project will also involve improvements to the intersection at East Bridge Street/Cleveland Street with four-leg non-circular roundabout.

The STBG funding is dedicated to the roadway rehabilitation component of the project. The HSIP funding is dedicated to the road diet and roundabout components of the project.

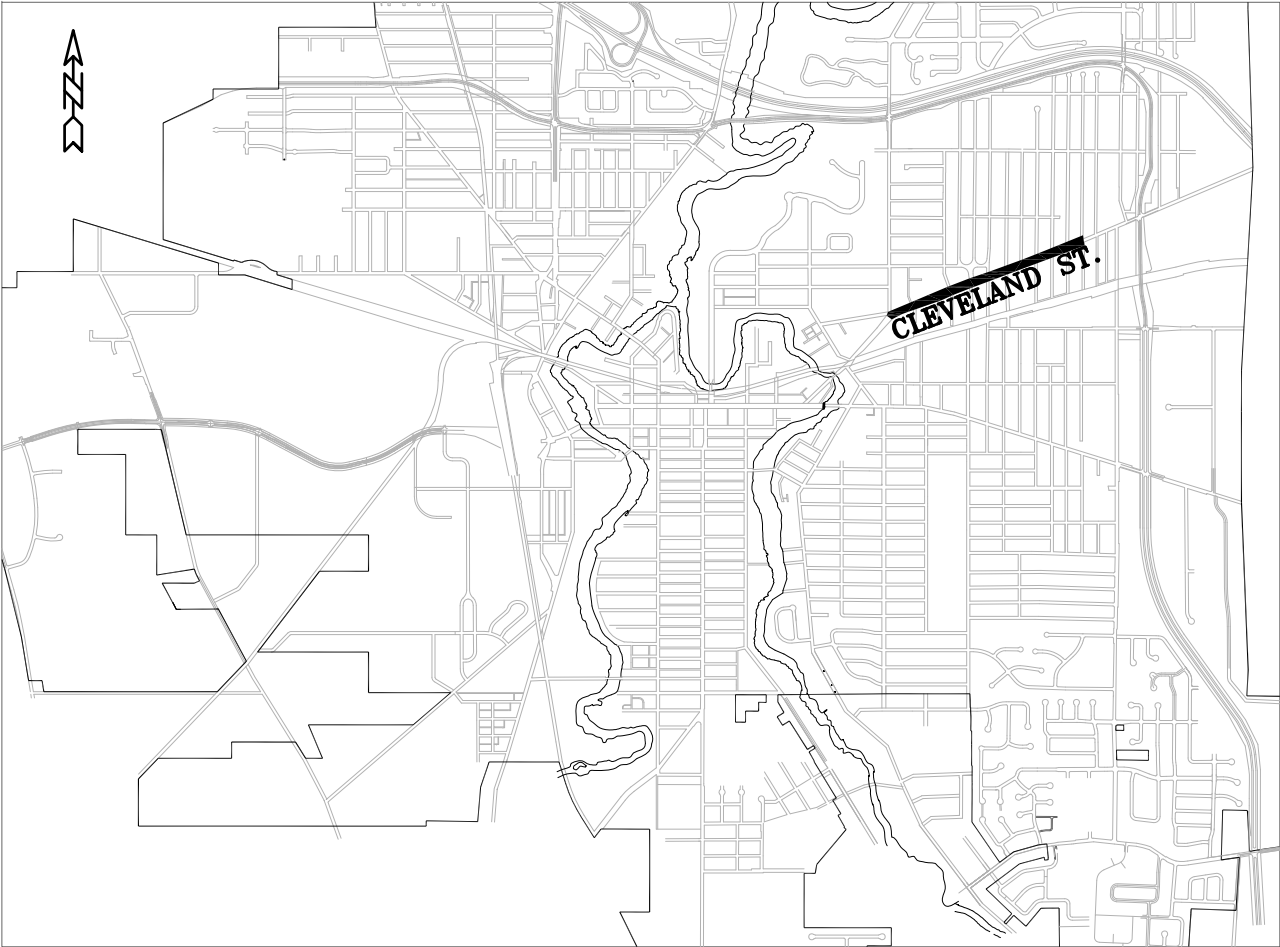
The project's estimated total cost is \$7,206,891. The estimated cost of preliminary engineering preliminary development (PEPD) is \$352,952. The estimated cost of preliminary engineering detailed design (PEDD) is \$173,842. The estimated cost of right-of-way (RW) is \$300,000. The PEPD, PEDD and RW will be funded with HSIP funds (\$744,115) and local funds (\$82,679). The estimated cost of construction (CO) is \$5,900,097. The CO will be funded with STBG funds (\$3,329,686), HSIP funds (\$1,255,885) and local funds (\$1,314,527). The estimated cost of construction engineering (CE) is \$480,000. The CE will be locally funded.

Staff Comment (Summary):**RECOMMENDATION:**

- A transition for the bike lane into the roundabout should be provided, such as wide sidewalks/shared use paths and signage for bike traffic moving through the roundabout intersection.
- Consider utilizing ladder-style crosswalk markings across Cleveland Street, in addition to the contrasting pavement. The visual contrast of a differing pavement type tends to fade over time, and ladder-style markings would maintain the safety benefit of a high-visibility crosswalk. (Example: see West 25th Street and Detroit Avenue intersection crosswalks).
- Consider utilizing the center turn lane to create median refuge islands to improve the safety of crosswalks along the corridor. Median refuge islands are an FHWA Proven Safety Countermeasure.
- The work summarized in this PPR will occur within two subwatersheds: 1) Black River Mainstem and Jackson Ditch-East Branch Black River. According to Ohio EPA's 2018 Integrated Report (IR) Watershed Assessment Unit (WAU) summary, sampling results along the Black River Mainstems subwatershed indicate that the river is in full and partial attainment of its Aquatic Life Uses (ALUs). The WAU lists the causes of impairment as due to nutrients and conductivity modifications associated with municipal point source discharges. According to the 2018 IR WAUs, the Jackson Ditch-East Branch Black River subwatershed's sampling sites are in full, partial and nonattainment due to sedimentation/siltation due to natural causes (Black River falls). NOACA staff recommends that ODOT maintain stormwater runoff on-site for as long as possible to keep nonpoint source pollutants from reaching the Black River. NOACA staff also recommends that ODOT consider incorporating habitat restoration along the river wherever possible.

Committee Review:**Intergovernmental Review and Consultation (IGRC):****Public Involvement:**

CITY OF ELYRIA
REPAIR, RECONSTRUCTION, & RESURFACING
CLEVELAND STREET
FROM GULF RD. TO HAWTHORNE ST.
CONCEPT PLAN



LOCATION MAP

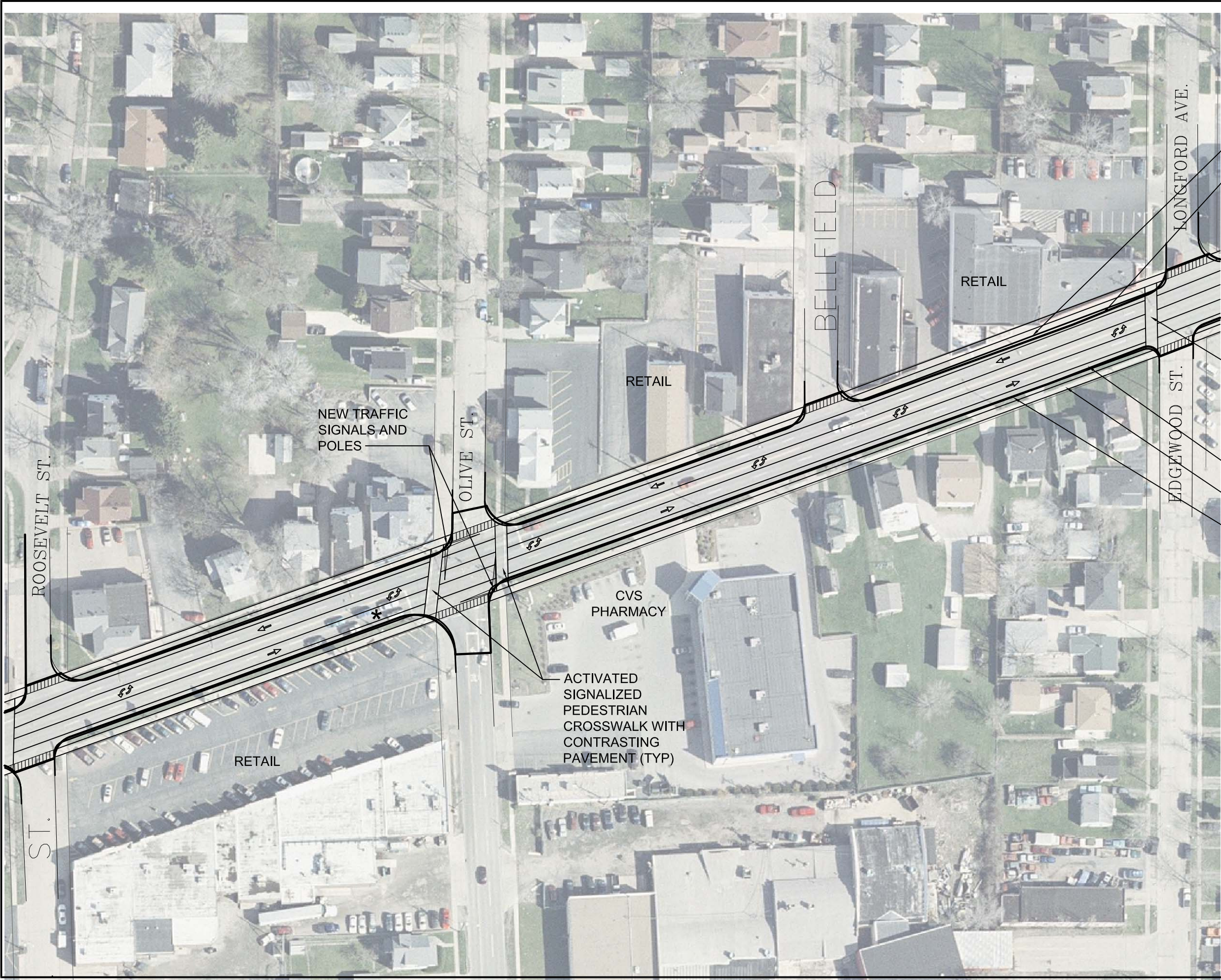
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TITLE SHEET	
CLEVELAND STREET IMPROVEMENTS	
CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

SHEET C1.0 OF XX	
JOB NO. 5 - 8xxx	

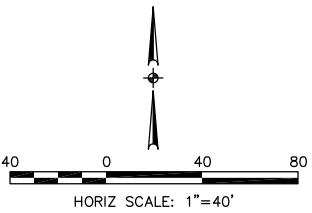
<div>SITE DEVELOPMENT PLAN</div> <div>CLEVELAND STREET IMPROVEMENTS</div> <div>CITY OF ELYRIA</div> <div>COUNTY OF LORAIN, STATE OF OHIO</div>	<div>SHEET C1.0</div> <div>OF XX</div>	JOB NO. 5 - 0xxxx	REVISIONS					DATE	DESCRIPTION	BY
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- NEW CURB (TYP)
- 5' BICYCLE LANE (TYP)
- ACTIVATED SIGNALIZED PEDESTRIAN CROSSWALK WITH CONTRASTING PAVEMENT (TYP)
- 5' BICYCLE LANE (TYP)
- NEW SIDEWALK (TYP)
- NEW CURB (TYP)

* =EXISTING BUS STOP

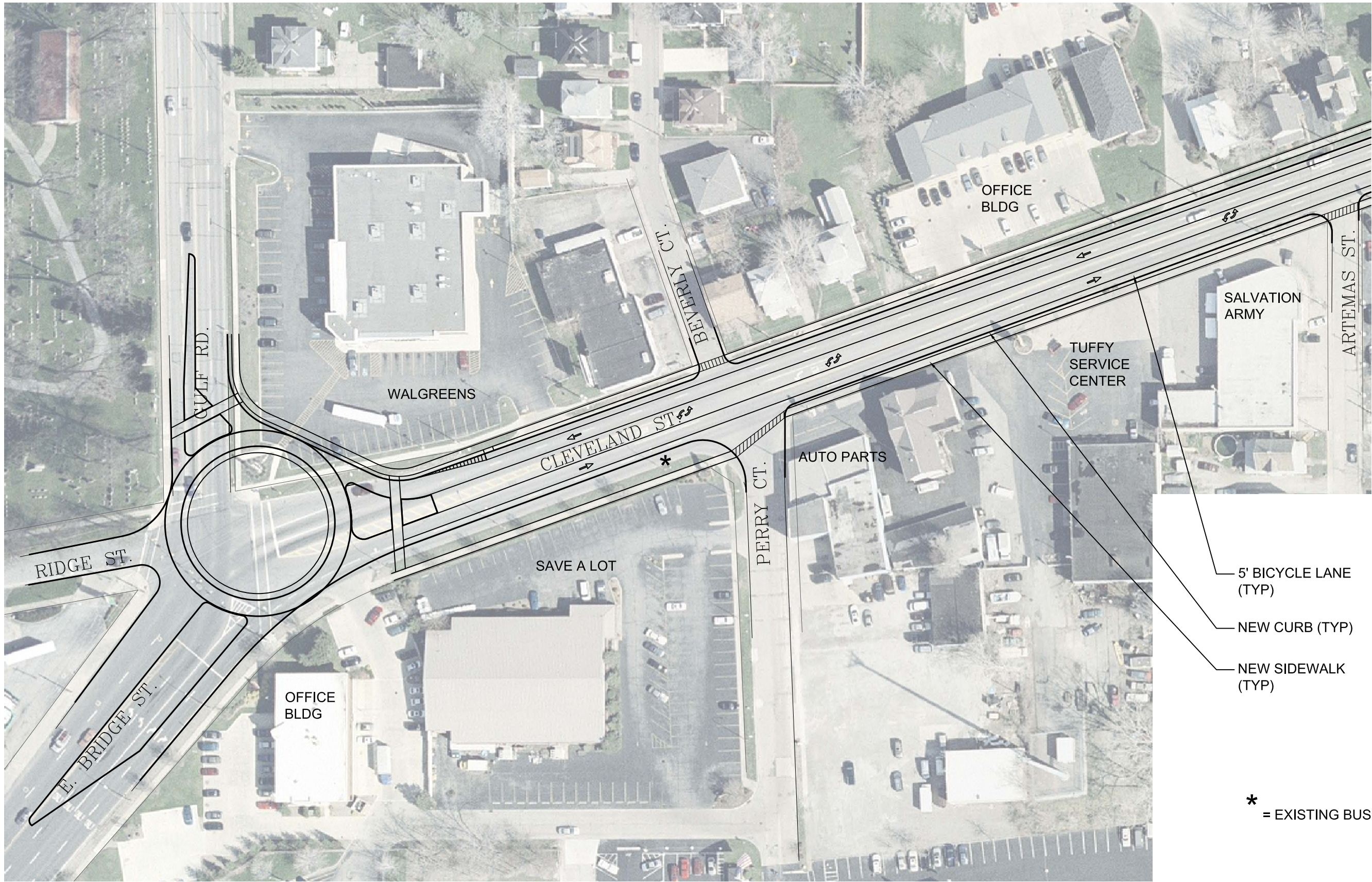


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SITE DEVELOPMENT PLAN	
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CITY OF ELYRIA COUNTY OF LORAIN, STATE OF OHIO	

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- 5' BICYCLE LANE (TYP)
- NEW CURB (TYP)
- NEW SIDEWALK (TYP)
- * = EXISTING BUS STOP

SITE DEVELOPMENT PLAN		SHEET		JOB NO.	
CLEVELAND STREET IMPROVEMENTS		C1.3		5 - 9xxx	
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COUNTY OF LORAIN, STATE OF OHIO					
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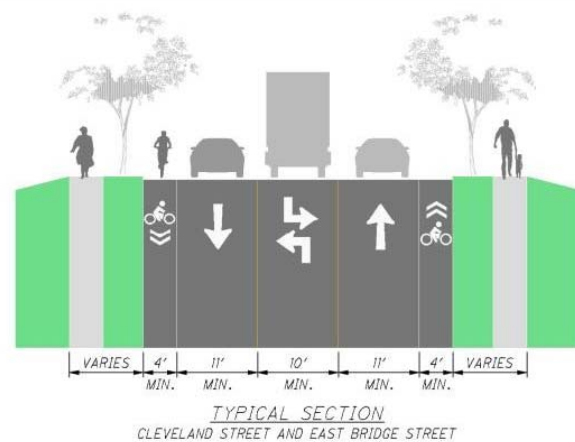
PROBLEM STATEMENT

- Busy commercial corridor
- Large skews and irregular lane configurations at 2 of 3 signalized intersections
- Rear-end, sideswipe, and left-turn crashes related to driveways and wide pavement area
- Designated United States Bicycle Route 30 with no bicycle facilities
- Roadway Section Citywide Ranking #8 (Cleveland Street) and #20 (East Bridge Street)
- High Priority Corridors SIP FY2015

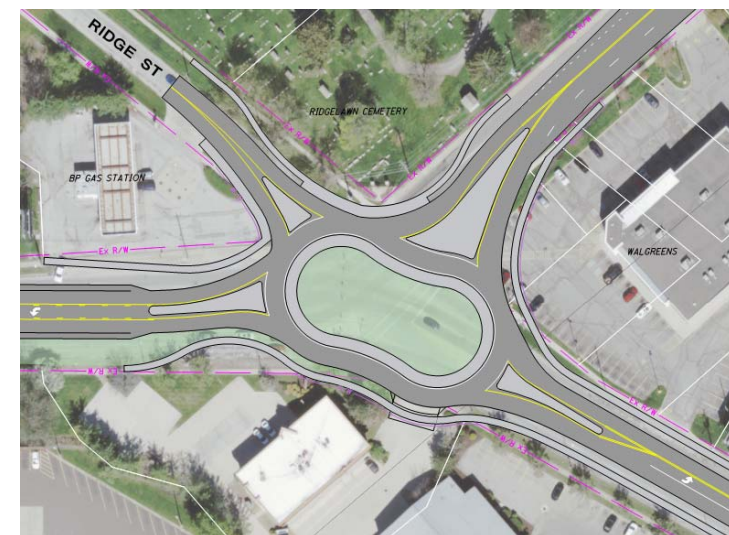
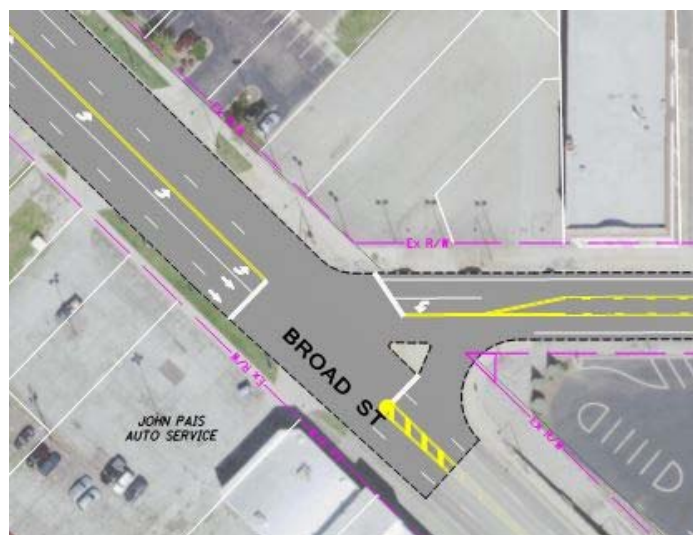
PROJECT FUNDING

Project Phase	Safety Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
Fiscal Year	2019	2021	2022	2022	2024	
Project Phase Completed	X				N/A	
Previous Safety						\$0.00
New Safety		\$887,000.00	\$144,000.00	\$382,000.00	\$2,992,000.00	\$4,405,000.00
Sponsor Funding	\$31,775.00	\$222,000.00	\$36,000.00	\$96,000.00	\$1,197,000.00	\$1,582,775.00
NOACA (STBG or CMAQ)					\$1,795,000.00	\$1,795,000.00
Total	\$31,775.00	\$1,109,000.00	\$180,000.00	\$478,000.00	\$5,984,000.00	\$7,782,775.00
Additional Funding Detail						
PE and RW 80% Safety/20% City, Construction 50% Safety/20% City/30% Other Funding Source						
The City of Elyria intends to apply for funding through NOACA for the Cleveland Street and E. Bridge Street corridors, either as STBG or CMAQ funding. Additionally, OPWC funds may be pursued.						

PROPOSED IMPROVEMENTS



PROPOSED TYPICAL SECTION



CRASH DATA SUMMARY

Signalized Intersections						
Intersection	Total	PDO	Injury	Dry	Wet/Snow	
East Bridge Street/Broad Street	12	10	2	11	1	
East Bridge Street/Cleveland Street	15	11	4	9	6	
Olive Street/Cleveland Street	11	9	2	5	6	
Total Intersections	38	30	8	25	13	
Road Segments Between Signalized Intersections						
East Bridge Street Segment						
From	To	Total	PDO	Injury	Dry	Wet/Snow
Broad Street	Cleveland Street	23	21	2	16	7
Cleveland Street Segment						
East Bridge Street	Olive Street	23	16	7	20	3
Olive Street	Hawthorne Street	16	12	4	14	2
Total Cleveland Street segments		39	28	11	34	5
Total Road Segments		62	49	13	50	12
Total Study Area		100	79	21	75	25

PROJECT DESCRIPTION

- Apply a road diet treatment to the East Bridge Street and Cleveland Street Corridors
- Stripe bike lanes throughout the length of both corridors
- (USBR 30)
- Replace curb on Cleveland Street; sidewalk repairs where needed
- Improvements to the signalized intersections of East Bridge Street at Broad Street and Cleveland Street at Olive Street
- Improve the intersection of East Bridge Street/Cleveland Street with four-leg non-circular roundabout
- Modify lane use and signal phasing at East Bridge Street/Broad Street



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: Quarterly Report on Regional Crash Trends

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND

[SAVE: NOACA's Plan for Transportation Safety](#) proposes to save lives in the NOACA region by identifying actions to reduce the most severe crashes that too often result in fatalities and serious injuries. The SAVE Plan was developed with the vision that traffic deaths and injuries can be prevented with appropriate planning, policies and programs, with a long-term goal of reducing the number of fatalities and serious injuries by 50% by the year 2040. The SAVE Plan provides direction that will enable NOACA and others to work together to set goals and work toward the vision this Plan establishes for the region.

In support of SAVE Plan goals, staff will provide the Council update on current crash trends to inform the Council on fatal crash performance in comparison with prior years.

The Ohio State Highway Patrol monitors fatal traffic crashes linked within a bi-weekly email newsletter published by the Ohio Traffic Safety Office. (The comparison map is updated frequently and can be found at this [link](#).) The fatality comparison for counties within the NOACA region as of November 6, 2019 is summarized in the table below:

County	Comparison 2018 vs. 2019
Cuyahoga	+13
Geauga	+5
Lake	-5
Lorain	-2
Medina	No Change
Totals:	+11

Presently the region is tracking towards a higher number of fatalities in comparison for 2018. This trend is also following the trend being observed at the statewide level, with fatalities tracking about 4% higher in comparison with the same time last year.

NOACA staff track crash performance within emphasis areas identified in the SAVE Plan. The crash performance by emphasis area for fatalities from 2013 to 2018 is shown in the table below, with a comparison between 2017 versus 2018 for each area in the far right.

SAVE Plan Emphasis Areas	2013	2014	2015	2016	2017	2018	2017 vs. 2018	
							Change in Numbers	Change in Percent
Total Fatalities By Year	95	96	142	155	166	111	-55	-33%
Intersection	23	18	37	48	48	44	-4	-8%
Roadway Departure	57	56	90	72	80	50	-30	-38%
Young Driver	24	27	42	48	54	28	-26	-48%
Speed	42	39	63	67	70	45	-25	-36%
Alcohol	36	42	53	60	50	28	-22	-44%
Older Driver	16	12	28	26	32	23	-9	-28%
Motorcycle	10	20	18	41	28	15	-13	-46%
Pedestrian	13	10	19	28	26	23	-3	-12%
Distracted Driving	3	3	5	11	10	3	-7	-70%
Bicycle	1	1	4	1	3	2	-1	-33%

Generally speaking, 2018 saw significant reductions in fatalities when compared with 2017, with 55 fewer deaths, a decrease of 33%. As might be expected, a comparable reduction also occurred across most emphasis areas identified in the SAVE Plan, suggested that broad factors that influenced reductions in 2018 also appeared to have a comparable effect within emphasis areas. It should be noted that two important areas did not experience as significant of declines: Intersection and Pedestrian.

When the crash performance is viewed over a five-year time period and compared versus target annual reductions of 2% by 2023, the results do not appear as positive. The annual reductions that occurred in 2018 must be sustained over more consecutive years in order observe reductions in emphasis areas.

SAVE Plan Emphasis Areas	Fatalities, 5-Yr Rolling Averages		Change, Number of Fatalities	2023 Targets, 5-Year Rolling Averages
	2013-2017	2014-2018		
Intersection	35	39	+4	31
Roadway Departure	59	70	+11	52
Young Driver	39	40	+1	35
Speed	56	57	+1	50
Alcohol	48	47	-1	43
Older Driver	23	24	+1	20
Motorcycle	23	24	+1	20
Pedestrian	19	21	+2	17
Distracted Driving	6	6	0	5
Bicycle	2	2	0	0

On review of recent trends annually and over a 5-year period, it appears that more effort is needed across all emphasis areas in order to meet the targeted reductions set forth in the SAVE Plan, and that a even greater amount of resources are needed to reverse trends in emphasis areas for Intersection, Roadway Departure,

and Pedestrian fatal crashes. These are specific emphasis areas that local agencies should be considering in the planning, design and maintenance of roads under their jurisdiction. Further, project sponsors are reminded to investigate opportunities to pursue Safety funding through the Highway Safety Improvement Program in the planning phase of future project.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

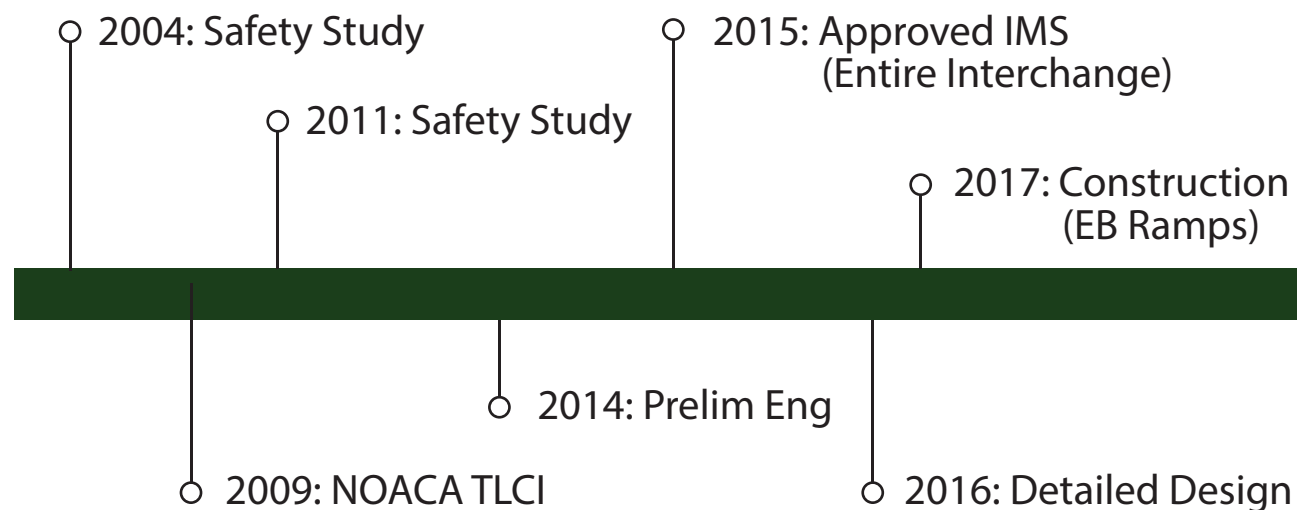
Staff will track safety performance measures in support of state targets and report on performance to keep NOACA's safety stakeholders informed of the region's progress toward state goals.

KS/bmb/8340c

Overview

Due to high crash frequencies, poor LOS, and congestion, the City of Westlake identified the I-90/Columbia Road interchange as a safety and congestion priority area. With recent upgrades to the eastbound ramps, the City is now focused on completing the interchange reconstruction as originally planned, thereby fulfilling the intent of the original safety investment.

Timeline



Funding

Project Phase	Safety Study	Interchange Mod. Study	PE - Environmental	PE - Detailed Design	Right of Way /Utilities	Construction	Total
Fiscal Year		2016	2020	2020	2021	2022	
Project Phase Completed	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	
Previous Safety							\$0.00
New Safety						\$3,090,502.74	\$3,090,502.74
Sponsor Funding		\$30,000.00	\$150,000.00	\$200,000.00	\$50,000.00	\$1,234,116.86	\$1,664,116.86
Total	\$0.00	\$30,000.00	\$150,000.00	\$200,000.00	\$50,000.00	\$4,324,619.60	\$4,754,619.60

Crash Summary (2015-2016, 2018)

117 Interchange Crashes*

69 WB Ramp Crashes*

- 55% Rear End
- 15% LT/RT Turn
- 13% SS-Pass

#358 Urban Int
(2018 HSIP)

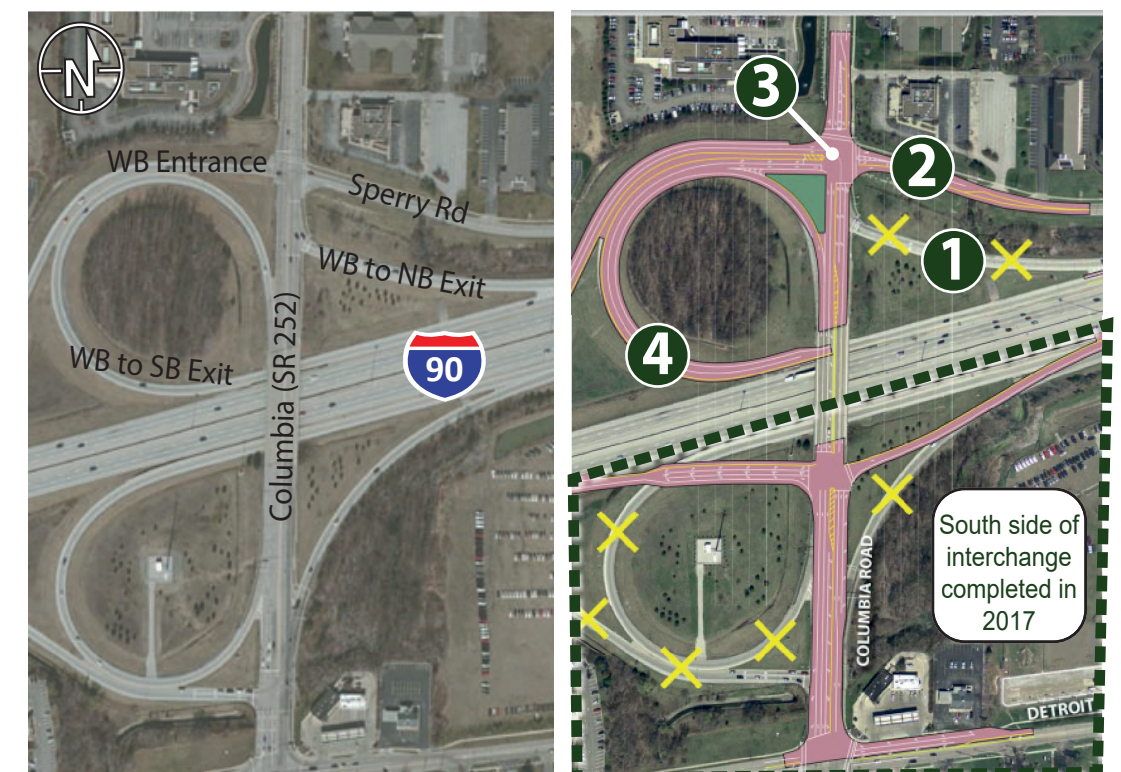
5 crash/year
Predicted Reduction
(exist vs prop)

*(does not include mainline I-90)

Proposed Improvements

- 1 Eliminate I-90 WB to Columbia Rd NB Ramp and Reroute Traffic to WB Loop
- 2 Align I-90 WB Ramp with Sperry Rd
- 3 Add Exclusive LT Lanes and LT Phasing to All Approaches
- 4 Widen WB Loop Ramp

Existing vs Proposed



SAFETY APPLICATION SUMMARY
I-77 / Rockside Road
Interchange Safety Study
District 12

City of Independence, Cuyahoga County, Ohio
July 2019

Priority Ranking

#729 – Interchange – IR-77 at CR-53 (Rockside Road)
#613 – Freeway – CUY-77-8.27 to 8.37
#1106 – Freeway – CUY-77-8.37 to 8.46
All rankings are from the 2017 ODOT Safety Priority List

Crash Data

CATEGORY	DATA	SCORE
Expected Crash Frequency	13.06	8
Ratio of Fatal and Serious to Total	0.03	2
% of Potential for Safety Improvement	15.85%	20
Relative Severity Index	\$36,990	8
Equivalent Property Only Index	2.36	2
Volume to Capacity Ratio	1.10	10
Benefit / Cost Ratio	0.74	0
Safety Fund Request Percentage	58.83%	10
Total Project Score		60

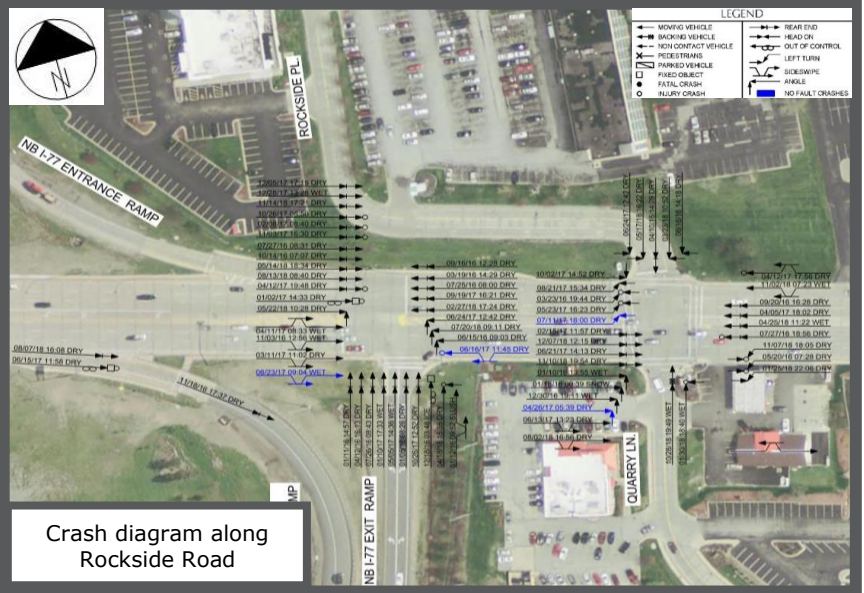
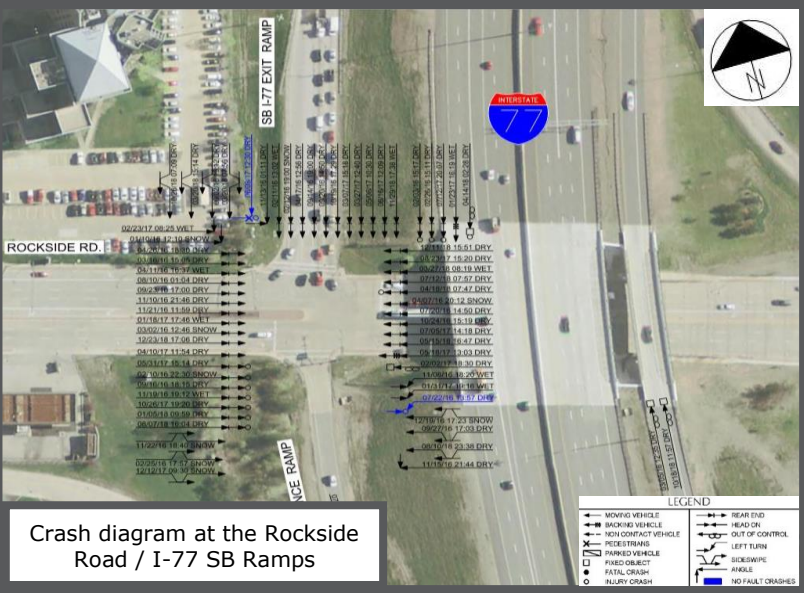
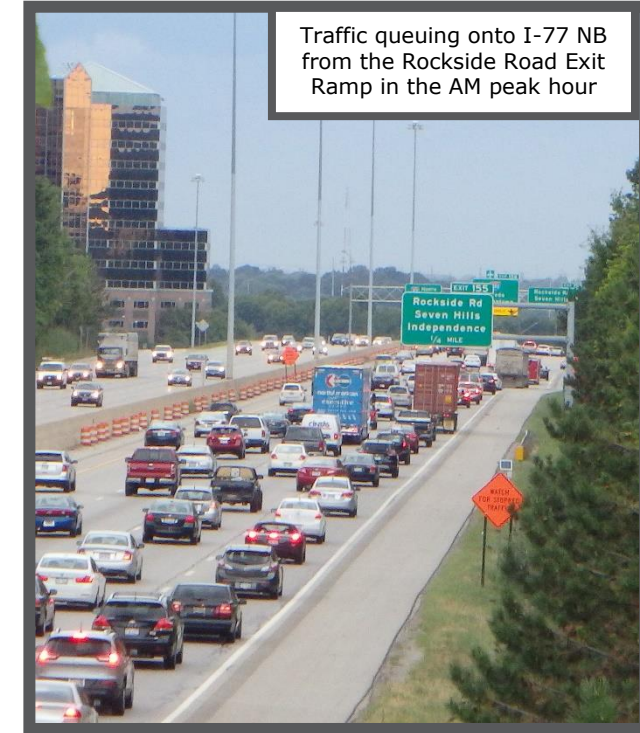
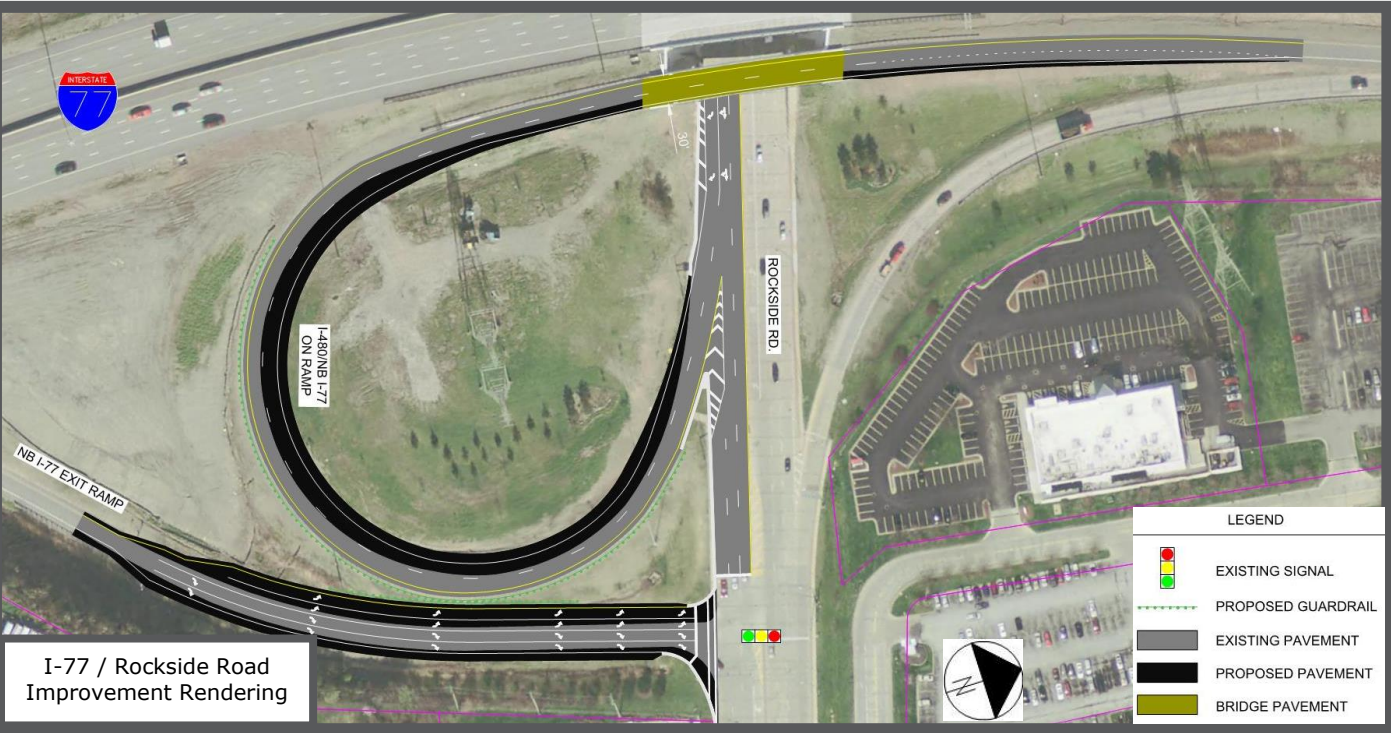
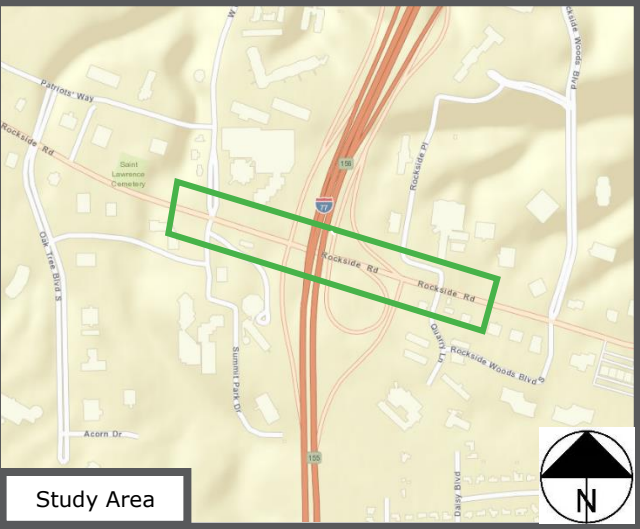
Proposed Countermeasures

- Widen the NB approach at the Rockside Road / I-77 NB Exit Ramp to provide dual left and right turn lanes.
- Reconstruct the traffic signal at the Rockside Road / I-77 NB Exit Ramp.
- Widen the Rockside Road EB loop ramp onto I-77 NB / I-480 to provide two (2) travel lanes.

Project Funding

PROJECT PHASE	ODOT FY	NEW SAFETY	SPONSOR	TOTAL
IMS / IOS:	N/A	\$0.00	\$0.00	\$0.00
Env. / Prelim. Eng.:	2020	\$0.00	\$180,000.00	\$180,000.00
Detailed Design:	2021	\$0.00	\$91,000.00	\$91,000.00
ROW / Utilities:	N/A	\$0.00	\$0.00	\$0.00
Construction:	2022	\$1,400,000.00	\$708,740.00	\$2,108,740.00
Total:		\$1,400,000.00	\$979,740.00	\$2,379,740.00

The City of Independence will fund the design phase of this project using 100% local funds.
The City will use their local funds and a potential OPWC request to cover their local share.





NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Safety Funding Applications for September 30 Funding Cycle**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Department of Transportation dedicates about \$102 million annually for engineering improvements at high-crash and severe-crash locations – one of the largest state investments in the nation. This funding is available to ODOT staff and local governments, and it can be used to make improvements on any public roadway.

ODOT funds a mix of spot safety projects, such as intersection and curve realignment, and systematic safety treatments, such as edge line rumble stripes and cable barrier, which can be installed across hundreds of miles. Funding requests typically range from \$200,000 to \$5 million, though the department will consider funding requests up to \$10 million. Funding is available for all stages of development and typically requires a minimum 10% local match. Safety improvements, such as upgrading signs, signals, pavement markings and guardrail are eligible for 100% funding.

ODOT accepts applications twice a year, with deadlines of April 30 and September 30. Applications must be reviewed by the local District Office before they are submitted to Central Office. The department encourages project sponsors to coordinate with the local District Office at least 12 weeks in advance of these deadlines – though more time will likely be necessary for complex projects (e.g. interchange modification, corridor, TWLTL), which require additional reviews. Early coordination with the local District Office is essential to developing a realistic timeline for submitting an application.

Applications are reviewed by multi-disciplinary committees in the District and Central Office. The committees have expertise in safety analysis, roadway design, traffic engineering and highway maintenance. These committees evaluate investments based on factors such as crash analysis; statewide, regional or local priority; matching funds; and cost/benefit analysis. The committee reviews about 70 applications per year requesting more than \$150 million.

Project sponsors are encouraged to examine a full range of options starting with low-cost strategies, such as new signs, pavement markings and guardrail to mid-cost strategies such as new traffic signals, turn lanes and road realignments. Higher-cost projects, such as corridor improvements to arterial roads and interchange reconfigurations, may be considered up to \$10 million. Funding can be paired with other sources.

ODOT District 12 communicated to NOACA that two sponsors have applied for Safety funds in the September 30 funding cycle. (ODOT D3 stated they processed no applications in this round.) These projects are briefly identified as follows, presented in order of total project cost:

Project	Sponsor	Funding Amounts, All Phases		Brief Description
		Safety	Total	
CUY-90	Westlake	\$3,090,503	\$4,754,620	Reconfigure I-90 WB exit ramps at SR 252 Columbia Road
CUY-77	Independence	\$1,400,000	\$2,379,740	Improve I-77 NB entrance and exit ramps at Rockside Road

One Page Summaries of each project are included following this memo.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Potential projects sponsors within the NOACA region are encouraged apply for Safety funds that are administered by ODOT. NOACA staff may work with local sponsors to identify regional safety priority locations and assist project sponsors with the application process.

KS/bmb/8341c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **STOP Program Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Today, there are more than 272,000 traffic signals in the United States. They play an important role in the transportation network and are a source of significant frustration for the public when not operated efficiently. As the era of freeway building draws to a close, urban arterials are being called upon to carry more users than ever before at a time when the users of these facilities are growing more complex (older drivers, more distractions, larger vehicles, etc.) and the demand for such use continues to outpace transportation supply. Traffic signal timing efficiency degrades over time as volume patterns and magnitude change, development occurs, or infrastructure changes. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on urban arterials, and traffic signal optimization is one of the most cost effective ways to reduce emissions, improve mobility, reduce delays and improve corridor safety.

NOACA's approach to address the issues related to inefficient traffic signal timing was to develop a Signal Timing Optimization Program (STOP), and in June 2016, the Board of Directors adopted resolution 2016-015, which approved a consultant firm to develop a pilot STOP project for two corridors.

Subsequent STOP projects in fiscal years 2017, 2018 have been successfully implemented, and the 2019 project is nearing completion. The STOP for fiscal years 2020 and 2021 proposes to continue retiming regionally-significant corridors to provide significant benefits.

NOACA released a Request for Proposals (RFP) on September 9, 2019 with proposals due on October 8, 2019; six proposals were received. Vendors were scored on three criteria: project approach, experience and qualifications. After evaluating the proposals, the NOACA review team determined that the firm with the highest scores was Albeck Gerken, Inc.

The FY2020-FY2021 STOP project consists of Part I and Part II with Part II being "if authorized".

Part I consists of two corridors:

1. Bagley Road (from Lindbergh Rd. to Pearl Rd. 3.56 miles, 25 signalized intersections) in the cities of Berea and Middleburgh Heights.
2. Ridge Road (from Pearl Rd. to Denison Ave., 3.47 miles, 20 signalized intersections) in the cities of Parma, Brooklyn, and Cleveland.

Part II, if authorized, will consist of a two corridors/grid of similar length and number of intersections, with the scope to be developed by NOACA, to begin after Part I has been finalized.

This year's STOP project includes the retiming of the Chester Avenue corridor between East 13th Street to Euclid Avenue, including Euclid Avenue between Chester and East 123rd Street. In addition, a large number of signals around University Circle and signals in close proximity to Chester Avenue will also be improved. In total, more than 66 signals will be updated with this project.

Proposed coordination patterns have been recently implemented, and the consultant is in the process of making final adjustments, collecting "after" condition travel times, and preparing the final report. Results will be shared with the Council once the report is reviewed and accepted by NOACA.

FINANCIAL IMPACT

The funding for the STOP program is provided from the Congestion Mitigation and Air Quality (CMAQ) program.

CONCLUSION/NEXT STEPS

Work on corridors identified for Part I of the next STOP contract will begin in spring. The Council will be updated as the project progresses.

GG/bb/8342c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Safe Routes To School Program Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Safe Routes to School (SRTS) Plan, designed to achieve NOACA SAVE Plan goals, was introduced to the Safety and Operations Council during the November 16, 2018 meeting. This program elevates NOACA programs and initiatives that support goals in safety, active transportation and air quality, supports partnerships with state and regional organizations also working to improve transportation safety, and strives to attract state and federal funding to our region to improve safety and multimodal access.

A school travel plan (STP) is a local planning document outlining infrastructure and non infrastructure actions to improve safety for students traveling to and from school through active transportation, such as walking or biking. An STP is a valuable resource to guide local community investment, pursue state, regional and national funding, identify actions through public input and stakeholder engagement, and develop community partnerships to achieve goals.

NOACA is in the process of assisting four school districts with the task of creating or updating their School Travel Plans in 2019. Once finalized and accepted by ODOT, these STP's will enable local agencies to apply for funding administered through ODOT to implement recommendations benefitting schools in grades K-8.

Applications for the next round of Ohio Safe Routes to School Infrastructure and Non-Infrastructure funding opens early next January of 2020 and closes in early March. Next year will be the last year of funding eligibility for school districts whose plans were completed in 2015, unless these school districts take steps to update their School Travel Plans. These school districts are Rocky River, Euclid, and Willoughby-Eastlake. Attached is a map indicating school districts that have plans approved in 2014 or older, which will need to be updated to meet funding application requirements.

A major change occurring with this round of ODOT Safe Routes To School funding is that communities who are seeking consultant assistance from ODOT for STP development must submit an application during the round.

Local government agencies (cities, villages and counties) are encouraged to partner with their local school districts to develop and update School Travel Plans and submit applications for Ohio Safe Routes to School Infrastructure and Non-Infrastructure funding. Local agencies may ask NOACA staff to assist with School Travel Plan development and SRTS grant applications. NOACA staff will provide assistance based on safety, education and equity. All applicants are encouraged to request letters of support from NOACA at least 3 weeks prior to the application deadline.

Potential applicants should plan to participate in an upcoming informational webinar being hosted by ODOT's Local Technical Assistance Program (LTAP), which is scheduled for Thursday, December 12 from 2:00 to 3:00 pm. To register, visit this [link](#) on Ohio LTAP's web page.

The NOACA Safe Routes to School Assistance program also supports air quality goals through the promotion and implementation of Schoolpool, a program within the Gohio Commute platform. Schoolpool is a free, secure service that connects families who want to share the school commute. NOACA has implemented Schoolpool pilot programs in two schools in Lorain County, with the expansion of the program to more schools expected in 2020.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

The Council will continue to be updated.

KS/km/8343c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: ITS Architecture Comprehensive Update

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

In fiscal year 2018, NOACA entered into an 18-month contract with AECOM to perform a comprehensive update of the regional Intelligent Transportation Systems (ITS) architecture and its strategic plan. NOACA last updated the regional ITS architecture in 2010. The purpose of the ITS architecture is to support interoperability among ITS systems and jurisdictions, and to ensure that ITS elements of projects proposed in the region are eligible for federal funding. In conjunction with the update of the regional architecture, NOACA is also updating the region's ITS strategic plan. The strategic plan identifies needs for ITS-related infrastructure improvements and establishes the time frames for their implementation.

A final project coordination meeting was held on August 28 at 10 am at NOACA to present the final results of the project to the NOACA ITS Steering Committee. At this meeting, DriveOhio also presented information on ODOT's planning for connected and autonomous vehicles, as part of ODOT's effort to develop a statewide ITS architecture for reference and use throughout the state as technology continues to mature and potential applications for connected and autonomous vehicles near deployment.

The final versions of the ITS planning documents and resources are available via the internet using the following hyperlinks:

1. [2019 NOACA ITS Architecture Report](#): This document supports the integration of regional ITS systems to allow planning and deployment to occur in an organized and coordinated process.
2. [NOACA ITS Architecture Website](#): This website provides information for intelligent transportation project systems engineering following USDOT's Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT) framework.
3. [User's Guide for ITS Architecture Website](#): This brief two-page document serves as a layperson's guide to using the architecture website for ITS planning and reference.

4. [Northeast Ohio ITS Strategic Plan](#): This document establishes the region's vision for ITS implementation, identifies regional ITS gaps and needs, and presents feasible ITS projects to consider for short, medium, and long-term implementation.
5. [Drive Ohio CV/AV Fact Sheet](#): This document was provided to NOACA by DriveOhio to share with regional ITS stakeholders. It provides a brief summary identified needs for CV/AV technology based on input from major metropolitan areas around the state and describes what will be in the "Ohio CV/AV Guidebook", which is nearing completion. When completed, it will be available on DriveOhio's website.

FINANCIAL IMPACT

The funding for the ITS Architecture Update and Strategic Plan is provided in the 2019 and 2020 Overall Work Programs.

CONCLUSION/NEXT STEPS

Staff will work with stakeholders and the consultant team to implement the ITS Architecture Update and Strategic Plan.

KS/bb/8344c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety & Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **Transportation for Livable Communities Initiative (TLCI) Program Update**

ACTION REQUESTED

No action is requested at this time. This item is included for information and discussion only.

BACKGROUND

NOACA's Transportation for Livable Communities Initiative (TLCI) Program provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options
- Promoting reinvestment in underutilized or vacant/abandoned properties
- Supporting economic development
- Ensuring that the benefits of growth and change are available to all members of a community
- Enhancing regional cohesion
- Providing people with safe and reliable transportation choices

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

An application round was opened for both planning studies and implementation projects on August 29, 2019. On October 11, 2019, NOACA received 23 requests for funding: 7 planning study requests totaling about \$1.1 million in funding and 16 implementation project requests totaling about \$4.8 million in funding. All requests are being evaluated based on the criteria established in the TLCI Policy. Projects requested for both the planning studies and implementation projects are attached.

FINANCIAL IMPACT

There is \$2 million in available funding for the 2020 TLCI program. The TLCI program is funded by an annual set aside from NOACA's Surface Transportation Block Grant (STBG) funds during the development of NOACA's annual Overall Work Program and biennial Transportation Improvement Program.

CONCLUSION/NEXT STEPS

Input received from the Council will be incorporated into the application evaluations.

KS/jt/8345c

Attachment 1 – TLCI Planning Study Requests

Attachment 2 – TLCI Implementation Project Requests

NOACA SFY20 TLCI Planning Study Requests

#	Project Sponsor	Study Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Broadview Heights	Broadview Heights Citywide Bicycle and Multi-use Path Master Plan	Broadview Heights	\$ 90,000	\$ 18,000	\$ 72,000
2	Cuyahoga County Department of Public Works	Cuyahoga County Lakefront Transportation Connection Study	Cuyhaoga County	\$ 600,000	\$ 400,000	\$ 200,000
3	Lake County General Health District	Chagrin River Corridor & Lakefront Trail Connection Plan	Lake County	\$ 250,000	\$ 110,000	\$ 140,000
4	Medina County Metro Parks	Medina County Greenways Plan	Medina County	\$ 80,000	\$ 16,000	\$ 64,000
5	NOACA	Downtown Cleveland Transportation Connectivity Study	Cleveland	\$ 250,000	\$ -	\$ 250,000
6	NOACA	Regional Lakefront Transportation Connections Study	Cuyhaoga, Lake, and Lorain Counties	\$ 150,000	\$ -	\$ 150,000
7	NOACA	Regional Metroparks Trails Transportation Connections Study	Regional	\$ 200,000	\$ -	\$ 200,000
	TOTAL			\$ 1,620,000	\$ 544,000	\$ 1,076,000

NOACA SFY2020 TLCI Implementation Project Requests

#	Project Sponsor	Project Name	Project Location	Total Project Cost	Local Funding Committed	NOACA Funding Requested
1	Avon	French Creek Greenway - Phase 1	Avon	\$ 1,118,410	\$ 718,410	\$ 400,000
2	Bay Village	Interurban Connector Trail Project	Bay Village	\$ 211,508	\$ -	\$ 211,508
3	Broadview Heights	Avery Road Improvement (Royalton Rd. (SR82)) to Oakes Rd.	Broadview Heights	\$ 1,332,750	\$ 1,169,216	\$ 163,534
4	Cleveland	Union Avenue-Broadway to Kinsman	Cleveland	\$ 6,500,000	\$ 1,500,000	\$ 400,000
5	Cleveland Metroparks	Richmond Road All Purpose Trail Connector	Glenwillow + Oakwood	\$ 367,800	\$ -	\$ 367,800
6	Elyria	Downtown Elyria Revitalization and Conn. (Phase 4)	Elyria	\$ 348,630	\$ 148,630	\$ 200,000
7	Euclid	Euclid Avenue and E.260th Street Business District Intersection	Euclid	\$ 140,000	\$ 20,000	\$ 120,000
8	Grafton	Envision Main Street Project Phase 1	Grafton	\$ 1,300,360	\$ 900,360	\$ 400,000
9	Mayfield Heights	Mayfield Heights Intersection Safety Improvements	Mayfield Heights	\$ 534,386	\$ -	\$ 534,386
10	North Royalton	State Rd. Sidewalks-North-City Hall to Akins	North Royalton	\$ 100,000	\$ -	\$ 100,000
11	North Royalton	State Rd. Sidewalks-South-Akins to Valley Parkway	North Royalton	\$ 209,745	\$ 25,000	\$ 184,745
12	Olmsted Township	Streamns Rd. Sidwalk and Intersection Improvement Project	Olmsted Township	\$ 800,000	\$ 100,000	\$ 700,000
13	Parma	Broadview + Ridgewood Road Gateway Project	Parma	\$ 279,793	\$ -	\$ 198,629
14	Parma Heights	Parma Heights Pearl Road TLCI Implementation (Phase 4)	Parma Heights	\$ 301,076	\$ -	\$ 301,076
15	Shaker Heights	Warrensville/South Woodland Intersection Pedestrian Improvements	Shaker Heights	\$ 235,000	\$ 80,000	\$ 155,000
16	Wadsworth	Downtown Wadsworth Infrastructure Project	Wadsworth	\$ 7,264,000	\$ 686,400	\$ 400,000
TOTAL				\$ 21,043,458	\$ 5,348,016	\$ 4,836,678



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: **ACTIVATE Plan Survey**

ACTION REQUESTED

No action is requested at this time. This item is included for information only.

BACKGROUND

NOACA has started work on ACTIVATE, our new Regional Pedestrian and Bicycle Plan for Northeast Ohio. The plan will provide new direction, analysis, and tools to help NOACA and local communities accommodate bicyclists. The plan will also address the topic of pedestrian travel for the first time in the regional context.

As a first step, NOACA is launching a public survey to better understand the needs facing Northeast Ohioans. NOACA is planning to release the survey November 15th, 2019. Any assistance from Council members in communicating the survey link to the public is welcomed.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Comments received from the council will be incorporated as appropriate.

KS/ks/8346c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: November 8, 2019

RE: ODOT/OSHP Safety Calendar

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this [link](#).

NOACA encourages local public safety partners to be aware of broad safety campaign messaging and to use campaign materials provided by [Traffic Safety Marketing](#) and ODOT to educate and encourage road users in their jurisdictions to obey traffic laws and practice safer behaviors.

Upcoming events prior to next Safety and Operations Council meetings are as follows:

- November 28 (Thanksgiving): Occupant Protection
- November 30 (OSU-Michigan football game): Impaired Driving
- November 29-December 10 (Pre-Holiday Season): Impaired Driving
- December 11-January 1 (Holiday Season): Impaired Driving
- February 2-3 (Super Bowl Sunday): Impaired Driving

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, "2016 Fatal Crash Overview" presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

KS/bmb/8347c

Agenda Item
No. 6

OLD BUSINESS

Agenda Item
No. 7

NEW BUSINESS

Agenda Item
No. 8

ADJOURN

